

Claims

1. Protective door for drivers' cabins, in particular for utility vehicles, having

- 5       • a first door element (2), which has a restraining arrangement (4), which can be locked on a front pillar (6) of a driver's cab and is intended for securing against the driver falling out laterally, and a weather-protection unit  
10       (8); and
- a second door element (3), which is adjacent to the first door element (2), on which the restraining arrangement (4) is articulated such that it can be pivoted via a first hinge (7),  
15       and which can be fastened on a rear pillar (22) of the driver's cab;
- it being the case that the weather-protection unit (8) of the first door element (2) is articulated on the second door element (3) such  
20       that it can be pivoted through preferably 180°, via a second hinge (23), between a closed position and a pivoted-open position, independently of the restraining arrangement  
      (4).

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2. Protective door according to Claim 1, it being the case that the second door element (3) is articulated on the rear pillar (22) of the driver's cab such that it can be pivoted via a third hinge (31).

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3. Protective door according to Claim 1 or 2, it being the case that means are provided for fixing the weather-protection unit (8) in the pivoted-open position.

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4. Protective door according to one of Claims 1 to 3, it being the case that the weather-protection unit (8) is articulated on the second door element (3) via the second hinge (23) such that it can be fitted thereon or

removed therefrom.

5. Protective door according to one of Claims 1 to 4,  
it being the case that the weather-protection unit (8)  
5 has a sliding window (16).

6. Protective door according to one of Claims 1 to 5,  
it being the case that the weather-protection unit (8)  
is produced, at least in part, from polycarbonate.

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7. Protective door according to one of Claims 1 to 6,  
it being the case that the restraining arrangement (4)  
has an ellipsoidal bracket frame comprising a top  
elliptical bracket (24) and a bottom elliptical bracket  
15 (25), and that the elliptical brackets (24, 25) of the  
ellipsoidal bracket frame, which are connected to one  
another at their ends, are articulated on the second  
door element (3) above the backrest of a driver's seat  
(26) of the driver's cab such that they can be pivoted  
20 by means of the first hinge (7), and they can be locked  
on the front pillar (6), level with the height of the  
seat surface of the driver's seat (26), by means of a  
locking device (5).

25 8. Protective door according to Claim 7, it being the  
case that the restraining arrangement (4) additionally  
has a retaining bar (27) which starts approximately in  
the centre of the bottom elliptical bracket (25) of the  
ellipsoidal bracket frame and is articulated on the  
30 second door element (3), beneath the first hinge (7),  
via a fourth hinge (28).

9. Protective door according to Claim 8, it being the  
case that additionally provided between the bottom  
35 elliptical bracket (25) and the retaining bracket (27)  
is a hip pad (29), which is preferably provided with  
rigidity-increasing means.

10. Protective door according to Claim 8 or 9, it

being the case that the retaining bracket (27) is extended beyond the bottom elliptical bracket (25) to the top elliptical bracket (24) and secured on the top elliptical bracket (24).

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11. Protective door according to one of Claims 8 to 10, it being the case that an actuating element (30) for the locking device (5) is provided on the top elliptical bracket (24), preferably in the region of transition between the top elliptical bracket (24) and retaining bracket (27).

12. Protective door according to one of Claims 8 to 11, it being the case that the retaining bracket (27), bottom elliptical bracket (25) and top elliptical bracket (24) have a rectangular cross section.

13. Driver's cab with a protective door according to one of Claims 1 to 12.

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14. Vehicle with a driver's cab according to Claim 13.